

18th and Kossuth Street Application for HES Federal Funds: Doug Poad, Senior Planner

Doug reviewed the configuration of this intersection and stated that for the past 15 – 20 years it has been a problem in-terms of number of accidents. He said that the City of Lafayette wants to rework the geometrics of the intersection. He mentioned that last year they were pretty close to going to construction, but money was held up in legislation. He stated that INDOT has Federal Funds available to improve problem intersections and there is enough available to fund 100% of the project. **Alice** asked for confirmation that these were both City streets. **Doug** replied affirmatively. He explained some of the changes the City wanted to make, including elimination of the island, a shift of the left turning lane and through lane. He reviewed all of the changes and improvements to the lanes, islands and sidewalks that this project would include. **Alice** asked if a bike lane would be included. **Doug** stated that there was no specific plan for a bike lane because it was a tight area. He reviewed and explained how the new configuration would be and how it would improve traffic flow. He mentioned that with all these improvements there would also be new traffic lights installed. He stated that they would not be completely shutting down the intersection, but would put up plenty of detour signs. **Alice** asked how long the whole project would take. **Doug** stated that if the project does receive Federal Funds it would take 4-5 month to get through the INDOT process and then an additional 3-5 months once it is bid out. He said that it is also contingent on the detours. **Alice** mentioned that every project seems to take so long. **Doug** stated that part of that is because of the Federal Regulations and having to look at human and environmental impacts. He said that engineering and survey work also takes a long time.

Bob Foreman joined the meeting. **Doug** recapped what had already been covered. He mentioned that there would also be a new traffic light at 16th Street, in order to help with traffic jams during this construction. **Bob** asked if additional property would be taken from property owners on this intersection. **Doug** stated that only the 2 properties on the north side would be affected. He mentioned that by looking at the accident reports it is clear that this is a problem area. He explained the traffic movements that cause the most problems. **Brian** recapped the accident statistics and their causes. **Alice** asked if 18th would be the predominant street. **Doug** stated that they would look at traffic counts on all four sides and determine from there how the timing would be set. **Alice** asked if the light would stay green in one direction, unless a car approached from the other. **Doug** stated that there would be a number of different sequences.

Draft Thoroughfare Plan Maps; Brian Weber, Transportation Planner

Brian recapped the purpose and intent of the Thoroughfare Plan. He explained that with this specific plan, they are trying to identify where the growth would occur in the next 25 years. He reviewed the proposed map and pointed out where sewer lines would be in the future. He recapped the different road designations in figures 1, 2 and 3. He pointed out the area that they consider to be the future urban area, which would be built with curb and gutter. He pointed out where existing and proposed interchanges to I-65 would be, such as the interchange for the new Hoosier Heartland. **Bob** asked if this was the approved version of Hoosier Heartland. **Brian** stated that they are still waiting for the record of decision, but this was the preferred route. **Doug** stated that this was the route that was announced last year by the Governor. **Brian** continued to review and explain figure 3, which was an inset of figure 2. He pointed out the smaller projects that are planned in the next 10 years. He continued to review figure 4, which is primarily rural and expected to remain that way. **Brian** stated that they have already done a staff review of the Thoroughfare Plan and for the next few months they would be getting public input. **Doug** stated that if they had any ideas or comments on the Thoroughfare Plan at a later time, they were welcome to contact himself or Brian.

CPC Meetings – How Can We Improve? Doug Poad, Senior Planner

Doug stated that a few years ago they decided to have the meeting in the afternoon to try to boost attendance. He mentioned that at first there was a better turnout. **Alice** suggested discussing something controversial, which would peak the public's interest. **Doug** stated that for a while they tried to open up the meeting to more public opinion. **Bob** pointed out that a lot of

people are not interested in discussing plans that are 20 years away. He suggested getting it out in the news media. **Doug** explained what processes they currently use to notify the media. **Alice** asked who was on the Committee. **Doug** stated that there are about 40 different organizations that participate, including a few that have recently been added. He mentioned that they also started sending out letters to neighborhoods as well as interested citizens. **Brian** mentioned that a lot of people probably read the minutes to see what happens, even though they don't make it for the meeting. **Doug** said that some ideas they had were to move the meetings to the evening or to have them less frequently. **Alice** stated that she is on a committee that only meets 4 times a year and there seems to be a pretty good turn out. She suggested approaching each of the Cities to send a councilperson. **Doug** stated that there are 2 other committees that have many council representatives as well as Mayoral representatives. He reviewed the members of the Administrative Committee and the Technical Committee.

Bob asked about the proposed interchange at 52 and 26. **Brian** explained that they are studying to see if it is feasible. **Alice** asked if there were a lot of accidents at this site. **Doug** stated that intersection is usually the highest in total number of accidents. **Bob** asked what they were proposing for that site. **Doug** stated that one suggestion was to have an urban single point interchange, which is basically 2 intersections. He explained the configuration of how that would work. He mentioned that would be revisited in the near future. He pointed out that with this type of set up, all the business at that intersection would be gone and it would encroach on the residential area on the other side of Earl Ave. He said that one suggestion was to create one-way pairs, using South Street as one-way east bound and Ferry Street one-way west bound. **Alice** commented that it would not go over real well. **Doug** stated that there are a number of difficulties surrounding that. He commented that the intersection could not remain the way it is. He pointed out that there is no simple solution because there are so many things that project would affect, including, Earl Ave, the residential area, the railroad tracks and the impact on businesses.

IV. QUESTIONS, COMMENTS, OR SUGGESTIONS

V. ADJOURNMENT

The next meeting is scheduled for March 23, 2004.

Respectfully submitted,


Michelle D'Andrea
Recording Secretary

Reviewed by,

Doug Poad
Senior Planner - Transportation